

Notes

The supporting joint requires no service and consists of a ball joint which is supported toward the front and the rear by one rubber thrust bearing each. The ball pin of the joint is supported in plastic shells.

As a spare part, the supporting joint is available as a complete assembly only.

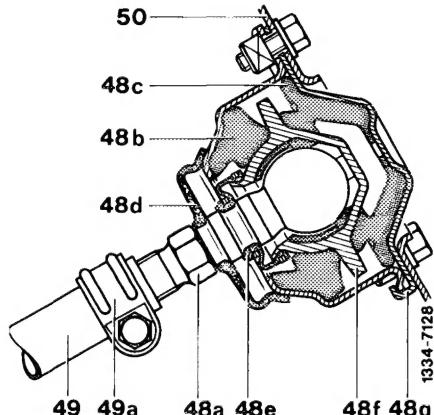
At the lower control arm, the supporting tube is supported in rubber. The ball pin of the supporting joint is screwed in at the rear and held in place by means of a clamp.

Checking supporting joint

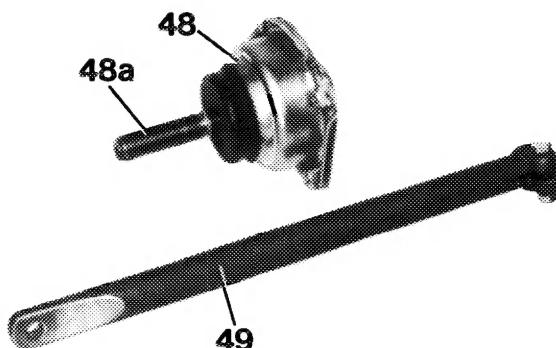
Slip a piece of tubing approx. 150 mm long on ball pin. If the joint is in order, the ball pin can be moved back and forth uniformly and tightly, but without binding, but note, that the release torque is higher than the torque required to keep joint moving.

In the event of play, jerky movements only, grating noises or a damaged sleeve (48e), completely replace supporting joint.

The support of the ball pin in the rubber thrust bearings must be free of play.



48	Supporting joint
48a	Ball pin (caster adjustment)
48b	Rubber thrust bearing front
48c	Rubber thrust bearing rear
48d	Sealing bellows
48e	Sleeve
48f	Housing for ball pin
48g	Supporting joint housing
49	Supporting tube
49a	Clamp
50	Bearing bracket for brake support



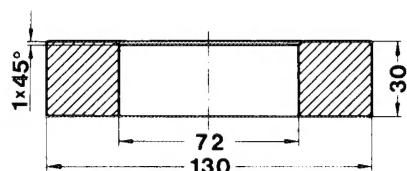
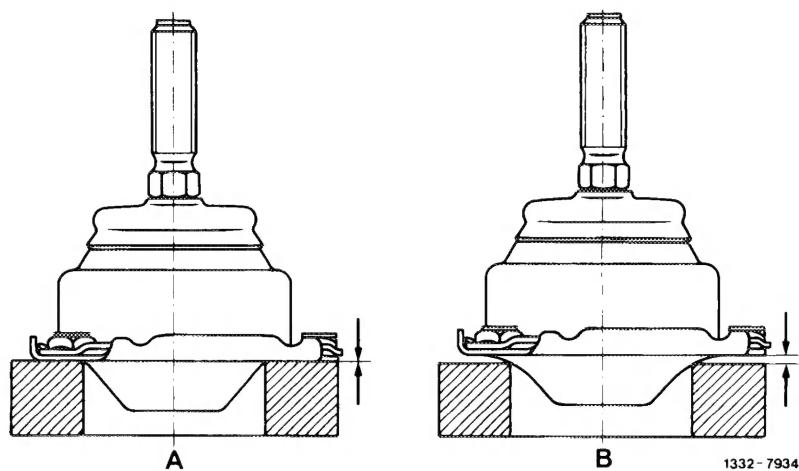
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On vehicles following an accident, additionally check cover of supporting joint housing (48g) for distortion.

Use pertinent ring for this purpose (self-made).

If cover is in order, it will rest fully against ring (A).

If cover is distorted, a gap will show up between cover and ring (B-arrows).



Checking supporting tube

Check supporting tube for distortion by means of a straightedge.

In addition, measure distance in relation to supporting surface at flat end on both sides. The two dimensions should not deviate from each other by more than 0.4 mm. When measuring, make sure that the supporting tube is not resting on clamp.

Do not straighten distorted supporting tube, but replace on principle.

